

**IN THE SPECIFICATION:**

Please amend page 10 under the BRIEF DESCRIPTION OF THE DRAWINGS as follows:

**BRIEF DESCRIPTION OF THE DRAWINGS**

**[0036]** The invention will now be explained more closely by means of the four drawing figures:

**[0037]** Fig. 1: a three-dimensional schematic representation of a fifth wheel with closing hook, closing bar, and grease cartridge arranged thereon;

**[0038]** Fig. 2: a three-dimensional view of a closing hook looking opposite the direction of travel;

**[0039]** Fig. 3: a three-dimensional view of a closing hook looking in the direction of travel; and

**[0040]** Fig. 4: a three-dimensional view of a closing bar~~[[; and]]~~.

~~**[0040.5]** Fig. 5: a three dimensional schematic representation of a fifth wheel with a closing hook, closing bar, and grease cartridge arranged thereon, with a variable control mechanism comprising an engine control mechanism.~~

Please amend paragraph [0046] as follows:

**[0046]** The control mechanism 11 is a process computer, which is likewise hooked up via data cables 21 to a pressure sensor 13. When the trailer is mounted, it exerts a load on the fifth wheel 2. This load status is sensed by the pressure sensor 13, goes as a metered value into the variable control mechanism 11 and is processed there. As a result, the variable control mechanism 11 when a trailer is present puts out a control

signal at its data output to open the valve control mechanism 12. When a trailer is not mounted, on the other hand, the valve control mechanism 12 is placed in a closed position, so that no grease gets out of the grease cartridge 9. Thanks to this procedure, the grease consumption is even further reduced. ~~In Fig. 5, the variable control mechanism 11 comprises an engine control mechanism 26.~~

Please amend page 14, the List of reference numbers, as follows:

### **List of reference numbers**

- |    |   |
|----|---|
| 1  | closing mechanism                               |
| 2  | fifth wheel                                     |
| 3  | coupling plate                                  |
| 4  | closing hook                                    |
| 5  | closing bar                                     |
| 6  | grease reservoir                                |
| 7  | lubricating line                                |
| 8  | sliding coating                                 |
| 9  | grease cartridge                                |
| 10 | drive unit                                      |
| 11 | variable control mechanism                      |
| 12 | valve control mechanism                         |
| 13 | pressure sensor                                 |
| 14 | wearing ring                                    |
| 15 | contact surface of closing hook and kingpin     |
| 16 | bearing hole of closing hook                    |
| 17 | direction of driving                            |
| 18 | contact surface of closing hook and closing bar |
| 19 | contact surface of closing bar and closing hook |
| 20 | bearing hole of closing bar                     |
| 21 | data cable                                      |

- 22 bearing opening
- 23 lubricating channel
- 24 closing opening
- 25 rear leg of closing hook
- ~~26 engine control mechanism~~